GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-293(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A300 aircraft

Thrust reverser - DPV and lever arm (ATA 78)

APPLICABILITY:

AIRBUS A300 aircraft, all models, fitted with CF6-50 engines.

REASONS:

This Airworthiness Directive (AD) replaces Telegraphic AD (TAD) 2002-189(B) which is cancelled, and introduces the required actions to re-activate the thrust reversers.

On February 16, 2002, a Boeing/McDonnell DC-10-30 equipped with General Electric (GE) CF6-50 engines experienced a number 1 engine uncommanded thrust reverser deployment while in climb. The aircraft managed to return to land and no injuries were reported among passenger or crew.

Further to investigation by the nacelle manufacturer (GE), one of the root causes of this event is the position change of the Directional Pilot Valve (DPV) from stow to deploy position due to mis-assembly during overhaul by the DPV manufacturer. This quality problem introduces a hidden failure in the thrust reverser deployment system which then needs only one failure to deploy in an uncommanded manner.

The A300 aircraft equipped with CF6-50 engines have the same nacelle and thrust reverser system as the ones involved in the event, with the same possibility of embedding a mis-assembled DPV.

An operator of a non Airbus aircraft equipped with CF6-50 engines has recently found severe wear on several correctly assembled DPVs. Internal damage on these DPVs was similar to damage observed on the incident DPV. Investigations revealed that excessive wear of the lever arm (rocker) linking the DPV to the reverser control system could lead to the same consequences as those observed on the incident DPV

In order to maintain the airworthiness of the world-wide A300 fleet and as past in-service experience has shown that uncommanded thrust reverser deployment may significantly affect the aircraft handling and flight path control, the DGAC has decided to render mandatory the following actions which permit re-activation of the thrust reversers.

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COMPLANCE:

Within 72 hours after effective date of TAD 2002-189(B) (Upon receipt of this TAD from April 05, 2002), in order to avoid the risk of uncommanded thrust reverser deployment in flight, deactivate the thrust reversers according to AIRBUS AOT A300-78A0023/05 APR 2002.

Within 6 months after affective date of this AD, accomplish the following actions which allow re-activation of the thrust reversers:

1. Inspect DPV on each thrust reverser following MRAS SB 78A003040 and Honeywell SB 121332-78-1620. All DPV' s re-installed or installed as replacements for failed DPV' s must be marked with “M1” to indicate that the DPV has passed the inspections in Honeywell Service Bulletin 121332-78-1620.

2. Inspect rocker arm for wear and replace if necessary following AIRBUS AOT A300-78A0024/29 May 2002 paragraph 4.2.2 for basic pylon configuration or 4.2.3 for common pylon configuration.

Thrust reversers may be re-activated after above mentioned actions 1 and 2 have been accomplished.

REF.: AIRBUS AOT A300-78A0023/05 dated April 2002
AIRBUS AOT A300-78A0024/29 dated May 2002
MRAS SB 78A003040
HONEYWELL SB 12 1331-78-1620.

This Airworthiness Directive replaces TAD 2002-189(B) which was only issued on telegraphic form on April 05, 2002 and which is cancelled.

EFFECTIVE DATE : JUNE 22, 2002